

KEY INDICATOR REPORT

November 1989

Issued 1/90



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NORTH WESTERN UNIVERSITY



Regional Transportation Authority

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Regional Transportation Authority

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Chicago Transit Authority

New Bus Orders. The CTA Board approved a \$41 million purchase order for 200 air conditioned, lift equipped buses. This is the third order of new buses the CTA has made recently. The other two orders totaled 491 and 270 buses.....**Spirit of Chicago Award.** CTA Chairman Clark Burrus presented the CTA's "Spirit of Chicago" award to four CTA employees for showing exceptional dedication in their work. Three of the employees were cited for helping to evacuate a disabled train in the State Street subway. The fourth honoree was a bus operator who prevented three passengers from being pickpocketed. **Fare Restructuring.....**A fare restructuring plan is under consideration by the CTA. The proposed fare realignment is designed to increase revenues by charging more for premium service and for trips during rush hour. It also is aimed at minimizing drops in ridership by offering discounts under certain conditions. There will be 11 public hearings held to discuss the six different fare options. CTA hopes to implement fare restructuring in late spring of 1990.

Metra

Olympia Fields Station to be Restored. Metra has announced plans to revamp the Olympia Fields station which serves the Metra Electric line. Work on the 62 year old station is scheduled to start in April, completed by the end of the year and cost \$1.5 million..... **On-Time Performance Improves.** Metra's on-time performance improved to 96.6% in November 1989 from 96.0% in November 1988. For November 1989, peak period trains were on-time 97.1% of the time and weekday off-peak trains were on time 96.9% of the time. Metra has one of the nations best on-time performance records among commuter rail carriers.

Pace

Joliet Accord Reached. Pace reached agreement with the City of Joliet, acting for the Joliet Mass Transit District, to assume control of public transportation services in the Joliet/Will County area. Pace officially took control of the service on January 1, 1990. The new division is named Pace Heritage Division.....**Anti-Drug Program Adopted.** Pace adopted a policy that prohibits drug use in the workplace effective December 21, 1989. The policy contains a provision that prohibits an employee from performing a "sensitive safety function" while he has a prohibited drug in his system. A "sensitive safety function" is any function dealing with the operation, dispatching or maintenance of a revenue vehicle, including the supervision of an employee who performs any such duties.....**Van Pool Study Approved.** The Pace Board of Directors approved funding for a van pool study. The aim of the study is to determine whether vanpooling can be used effectively to reduce traffic congestion and to link job sites, particularly the long suburb-to-suburb commute where carpooling is becoming less effective.

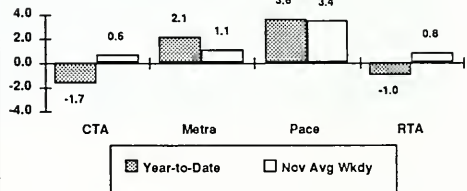
NOVEMBER RIDERSHIP YEAR-TO-DATE (in thousands)

CTA	1988	1989	% Change 1988-1989
Bus	390,280	382,661	-2.0%
Paratransit	813	852	4.9%
Rail	137,679	136,369	-1.0%
Total	528,772	519,883	-1.7%

Metra	1988	1989	% Change 1988-1989
BN	11,840	11,984	1.2%
CNW	20,772	21,395	3.0%
CSSSB	3,141	3,124	-0.5%
ME/HC	11,453	11,583	1.1%
MR	8,382	8,609	2.7%
RI	7,165	7,327	2.3%
NS	1,402	1,511	7.8%
Total	64,154	65,532	2.1%

Pace	1988	1989	% Change 1988-1989
Pace Owned	16,755	17,804	6.3%
Public Contract	13,366	13,282	-0.6%
Private Contract	2,440	2,636	8.0%
Dial-A-Ride	1,133	1,169	3.1%
Mobility Limited	28	32	14.8%
Total	33,722	34,922	3.6%

RTA % Change in Ridership by Service Board
Year-to-Date and November Average Weekday
1988 vs. 1989

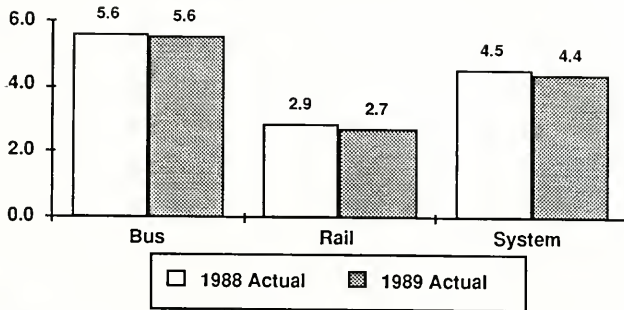


- RTA year-to-date ridership through November 1989 was down 1.0% when compared to November 1988.
- Year-to-date performance at CTA was down 1.7%. Average weekday riders in November was up 0.6% when compared to November 1988.
- Metra System ridership increased 2.1% through November 1989. Average weekday riders in November increased 1.1%.
- Pace ridership through November 1989 was 3.6% greater than the same period in 1988. November average weekday ridership was up 3.4%.

PASSENGERS PER MILE

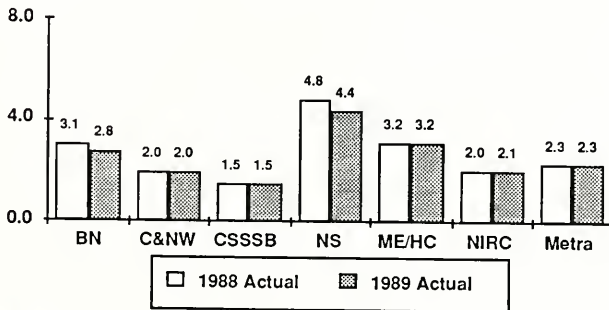
CTA

CTA
November 1989 Year-to-Date



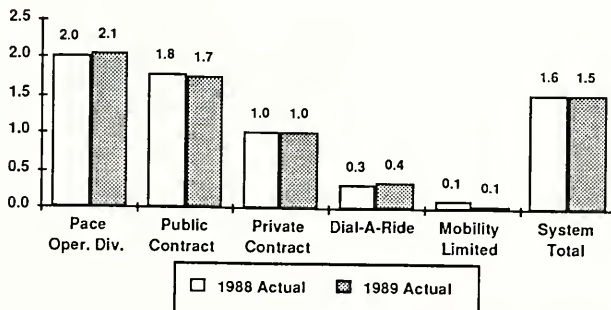
Metra

Metra
November 1989 Year-to-Date



Pace

Pace
November 1989 Year-to-Date



RTA FINANCIAL POSITION

Report Summary November 1989 Year-to-Data (In thousands)

	Actual	Budget	Variance	%
I. Service Boards:				
<u>CTA</u>				
Revenues	\$313,968	\$313,173	\$795	0.3%
Expenses	599,587	599,144	443	0.1%
Operating Deficit	\$285,619	\$285,971	(\$352)	-0.1%
Recovery Ratio(a)	50.7%	50.6%	0.1	0.2%
<u>Metra</u>				
Revenues(b)	\$150,862	\$140,612	\$10,250	7.3%
Expenses	255,051	255,570	(519)	-0.2%
Operating Deficit	\$104,189	\$114,958	(\$10,769)	-9.4%
Recovery Ratio(a)	58.7%	55.4%	3.3	6.0%
<u>Pace</u>				
Revenues	\$23,089	\$20,089	\$3,000	14.9%
Expenses	64,720	67,222	(2,502)	-3.7%
Operating Deficit	\$41,631	\$47,133	(\$5,502)	-11.7%
Recovery Ratio(a)	33.7%	29.9%	3.9	12.9%
II. Regional				
RTA Expense Items	37,741	41,167	(3,426)	-8.3%
RTA Interest Revenues	13,265	9,167	4,098	44.7%
Total Revenues	\$501,184	\$483,041	\$18,143	3.8%
Total Expenditures	\$957,099	\$963,103	(\$6,004)	-0.6%
Regional Deficit(c)	\$455,915	\$480,062	(\$24,147)	-5.0%
Recovery Ratio (a)	52.7%	50.6%	2.0	4.0%

(a) For recovery ratio calculations, expenses exclude funded depreciation and debt service, if applicable, while revenues exclude reduced fare reimbursements.

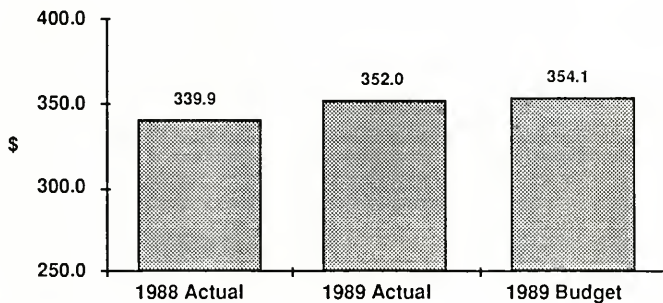
(b) Does not include revenue from capital farebox financing

(c) Includes Service Board deficits plus RTA expenses minus RTA interest revenues

- Expenses for the region through November were \$6.0 million or 0.6% favorable to budget. This favorable expense performance is attributable to favorable performance at the RTA, Metra and Pace. CTA expenses through November were 0.1% unfavorable to budget.
- Revenues for the region through November were \$18.1 million or 3.8% favorable to budget due to favorable performance at all three Service Boards and the RTA.
- The regional deficit through November was \$24.1 million or 5.0% favorable to budget. Both Metra and Pace reported deficits which were significantly favorable to budget while CTA's deficit was just slightly favorable to budget.
- The recovery ratio for the region was 52.7% compared to the budgeted ratio of 50.6%.
- Sales taxes through October were \$2.1 million or 0.6% unfavorable to budget. For October alone, the sales tax was 1.9% favorable to budget. October represents the first month of favorable sales tax performance since June.

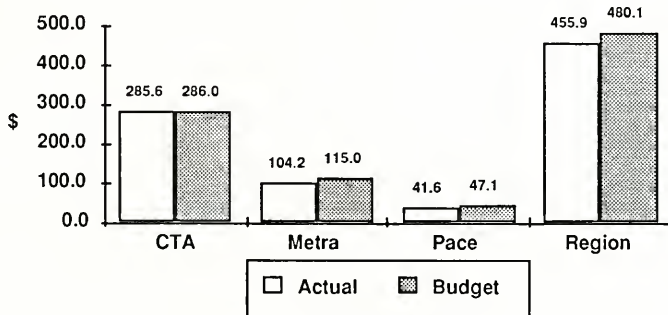
Operating Deficit:

Sales Tax
October Year-to-Date
(in millions)



Sales Tax:

Operating Deficits
November 1989 Year-to-Date
(in millions)

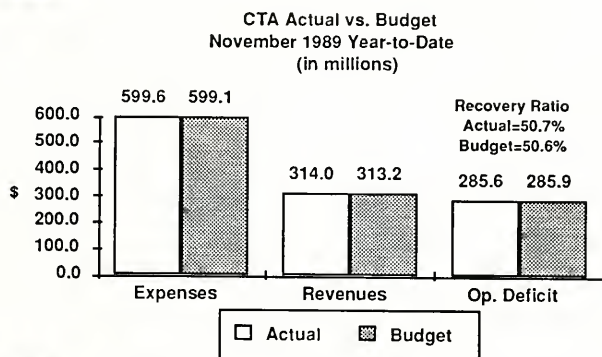


**Chicago Transit Authority
November 1989 Year-to-Date**

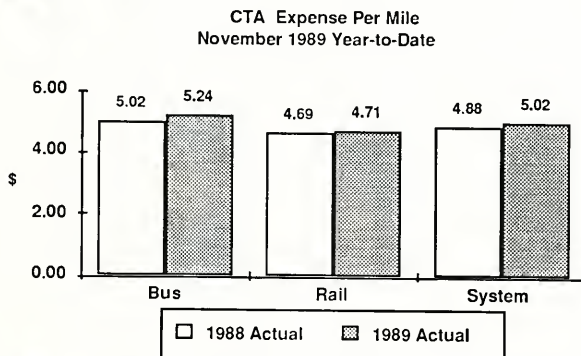
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
Revenues				
Passenger	\$289,232,000	\$288,620,900	\$611,100	0.2%
Reduced Fare Reimbursement	10,770,542	10,770,542	0	0.0%
Other	13,965,535	13,782,000	183,535	1.3%
Total Revenues	\$313,968,077	\$313,173,442	\$794,635	0.3%
Expenses				
Labor	\$449,227,583	\$449,783,339	(\$555,756)	-0.1%
Materials	49,423,256	49,782,956	(359,700)	-0.7%
Fuel	12,317,012	10,434,611	1,882,401	18.0%
Electric Power	19,827,586	19,798,806	28,780	0.1%
Provision for I & D	15,919,000	15,919,000	0	0.0%
All Other Expenses	52,872,783	53,425,399	(552,616)	-1.0%
Total Expenses	\$599,587,220	\$599,144,111	\$443,109	0.1%
Deficit	\$285,619,143	\$285,970,669	(\$351,526)	-0.1%
Recovery Ratio	50.7%	50.6%	0.1	0.2%

- CTA operating expenses through November were unfavorable to budget by \$0.4 million or 0.1%. Expenses for the month were favorable by \$2.7 million. In a recently approved RTA budget amendment, CTA's expense budget was increased. The CTA allocated this expense budget increase to their budgets for November and December of 1989. A portion of additional actual expenses, however, were recorded in October, which will result in the additional expenses falling below their corresponding budget amounts for November and December. This effect contributed to CTA's favorable expense performance in November.
- CTA total revenues were favorable to budget by \$0.8 million or 0.3% through November. Revenues for the month were favorable by \$3.6 million. The recent budget amendment allowed CTA to lower its revenue budget for 1989. CTA placed most of this revenue reduction in November's budget figures.
- The CTA operating deficit was \$0.4 million or 0.1% favorable.
- The recovery ratio through November was 50.7% compared to the budgeted recovery ratio of 50.6%.

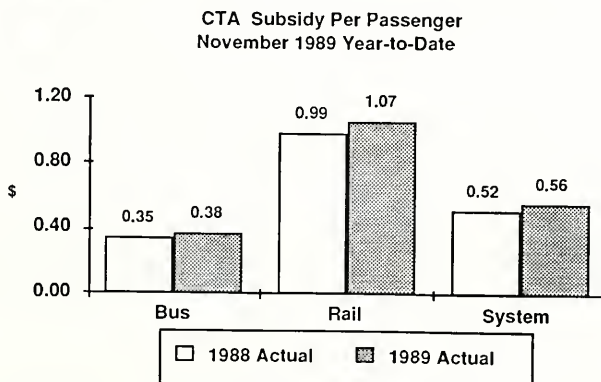
Budget Review:



Resource Efficiency:



Resource Effectiveness:



METRA SYSTEM PERFORMANCE

Metra November 1989 Year-to-Date				
	Actual	Budget	Variance	%
Burlington Northern				
Passenger Revenues & Other	24,536,600	24,013,434	523,166	2.2%
Reduced Fare Reimbursement	153,810	0	153,810	
Expenses	33,183,251	34,911,325	(1,728,074)	-4.9%
Operating Deficit	8,492,841	10,897,891	(2,405,050)	-22.1%
Recovery Ratio(1) (4)	73.9%	70.2%	3.7	5.3%
Chicago & Northwestern				
Passenger Revenues & Other	47,880,920	47,234,555	646,365	1.4%
Reduced Fare Reimbursement	476,409	0	476,409	
Expenses	83,471,791	83,206,377	265,414	0.3%
Operating Deficit	35,114,462	35,971,534	(857,072)	-2.4%
Recovery Ratio(1) (4)	57.4%	57.9%	-0.6	-1.0%
Chicago South Shore				
Passenger Revenues & Other	1,494,139	1,438,117	56,022	3.9%
Reduced Fare Reimbursement	5,234	0	5,234	
Expenses	3,172,713	3,525,677	(352,964)	-10.0%
Operating Deficit	1,673,340	2,087,560	(414,220)	-19.8%
Recovery Ratio(4)	47.1%	40.8%	6.3	15.5%
Norfolk Southern				
Passenger Revenues & Other	2,902,848	2,637,310	265,538	10.1%
Reduced Fare Reimbursement	10,159	0	10,159	
Expenses	3,858,976	3,738,030	120,946	3.2%
Operating Deficit	945,969	1,100,720	(154,751)	-14.1%
Recovery Ratio(4)	75.2%	70.6%	4.7	6.6%
Metra Elec./Her. Corr.(2)				
Passenger Revenues & Other	25,420,107	24,420,902	999,205	4.1%
Reduced Fare Reimbursement	146,259	0	146,259	
Expenses	53,475,479	53,376,846	98,633	0.2%
Operating Deficit	27,909,113	28,955,944	(1,046,831)	-3.6%
Recovery Ratio(4)	47.5%	45.8%	1.8	3.9%
NE Illinois Rail Corp.				
Passenger Revenues & Other	47,597,063	40,868,161	6,728,902	16.5%
Reduced Fare Reimbursement	238,688	0	238,688	
Expenses	77,888,532	76,812,086	1,076,446	1.4%
Operating Deficit	30,052,781	35,943,925	(5,891,144)	-16.4%
Recovery Ratio(4)	61.1%	53.2%	7.9	14.9%
Metra Total				
Passenger Revenues & Other(3)	149,831,677	140,612,479	9,219,198	6.6%
Reduced Fare Reimbursement	1,030,559	0	1,030,559	
Expenses	255,050,742	255,570,341	(519,599)	-0.2%
Operating Deficit	104,188,506	114,957,862	(10,769,356)	-9.4%
Recovery Ratio(1) (4)	58.7%	55.4%	3.3	6.0%

(1) Funded Depreciation is included in expenses, but excluded in determining the cost recovery ratio.

(2) These numbers may not be used to calculate ICG savings per Ordinance 87-20.

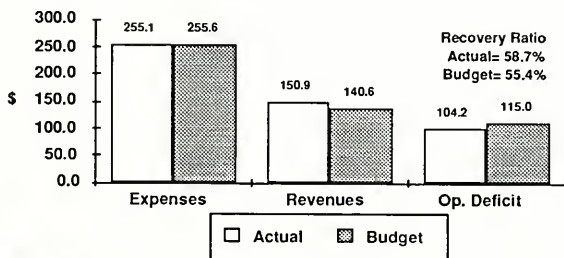
(3) Metra revenues do not include \$6.0 million in receipts generated under capital farebox financing.

(4) Calculation excludes reduced fare reimbursement.

- Through November, Metra passenger revenues and other were \$9.2 million, or 6.6%, favorable to budget. Passenger revenues were 2.1% favorable to budget and other revenues were 62.2% favorable to budget. The most significant components of other revenue are grant project credits, investment income and lease revenues. Metra has also recognized \$1.0 million of revenue from the State's reduced fare subsidy. This revenue was not budgeted for 1989.
- Metra's expenses through November were \$0.5 million, or 0.2%, favorable to budget. All carriers, except for the Burlington Northern and the Chicago South Shore, were between 0% and 3.0% unfavorable to budget. Burlington Northern's expenses were 4.9% favorable to budget while Chicago South Shore's expenses were 10.0% favorable to budget. The South Shore's expenses are based on estimates and, therefore, should be viewed with caution.
- Metra's operating deficit through November was \$10.7 million, or 9.4% favorable to budget.
- Metra's recovery ratio through November was 58.7%, compared with the budgeted ratio of 55.4%. The reduced fare reimbursement is excluded from the recovery ratio calculation.

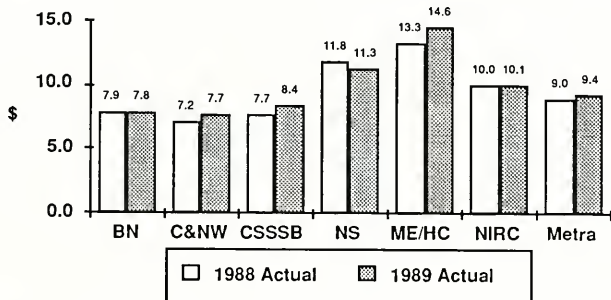
Budget Review:

Metra Actual vs. Budget
November 1989 Year-to-Date
(in millions)



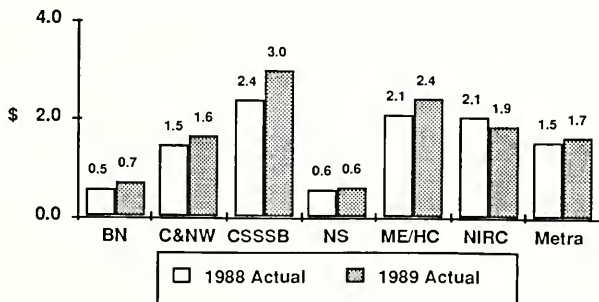
Resource Efficiency:

Metra Expense Per Mile
November 1989 Year-to-Date



Resource Effectiveness:

Metra Subsidy Per Passenger
November 1989 Year-to-Date



PACE SYSTEM PERFORMANCE

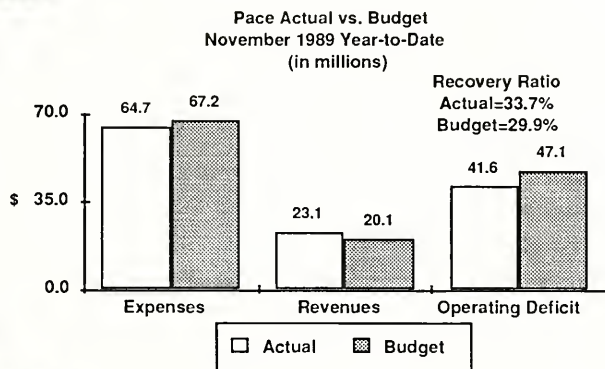
Pace
November 1989 Year-to-Date

	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
Revenues				
Pace Operating Divisions	\$8,793,507	\$7,982,810	\$810,697	10.2%
Public Contract Carriers	6,160,197	5,928,855	231,342	3.9%
Private Contract Carriers	1,869,713	1,878,250	(8,537)	-0.5%
Dial-A-Ride Services	2,899,779	2,687,207	212,572	7.9%
Mobility Limited Services	154,848	172,359	(17,511)	-10.2%
New Initiatives	92,648	448,341	(355,693)	-79.3%
Other Income	1,868,487	991,793	876,694	88.4%
Reduced Fare Reimbursement	1,250,000	0	1,250,000	
Total Revenues	\$23,089,179	\$20,089,615	\$2,999,564	14.9%
Expenses				
Pace Operating Divisions	\$18,344,472	\$19,493,177	(\$1,148,705)	-5.9%
Public Contract Carriers	17,444,592	17,581,000	(136,408)	-0.8%
Private Contract Carriers	5,272,644	5,251,117	21,527	0.4%
Dial-A-Ride Services	5,684,715	5,677,115	7,600	0.1%
Mobility Limited Services	467,994	505,344	(37,350)	-7.4%
New Initiatives	1,177,906	1,471,349	(293,443)	-19.9%
Administration	6,536,530	6,849,399	(312,869)	-4.6%
Centralized Operations	9,790,946	10,393,865	(602,919)	-5.8%
Total Expenses	\$64,719,799	\$67,222,366	(\$2,502,567)	-3.7%
 Deficit	 \$41,630,620	 \$47,132,751	 (\$5,502,131)	 -11.7%
 Recovery Ratio*	 33.7%	 29.9%	 3.9	 12.9%

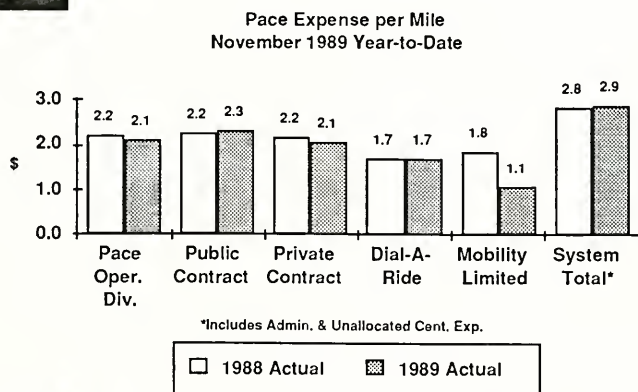
*Calculation excludes reduced fare reimbursement.

- Through November, Pace's operating expenses were \$2.5 million or 3.7% favorable to budget.
- Revenues were \$3.0 million or 14.9% favorable to budget. Revenues include \$1.3 million from the State's reduced fare subsidy. This amount was not budgeted for 1989.
- Through November, Pace's operating deficit was \$5.5 million or 11.7% favorable to budget.
- Pace's recovery ratio through November was 33.7%, compared with their budgeted recovery ratio of 29.9%. The recovery ratio calculation excludes the reduced fare reimbursement.
- New Initiative revenue is well below budget, in part, because implementation of mobility limited services in outlying townships has not proceeded at the pace anticipated. Also, the scope of the Oak Brook Circulator project has been reduced in light of poorer than expected performance through the first six months. Correspondingly, spending for these initiatives has been less than budgeted.
- The Pace operating divisions' expenses were \$1.1 million favorable to budget. The expense categories of operations, maintenance, administration and centralized operations achieved favorable to budget performance. Maintenance was most favorable to budget due, in part, to fewer than budgeted overtime hours spent on bus repairs.

Budget Review:



Resource Efficiency:



Resource Effectiveness:

